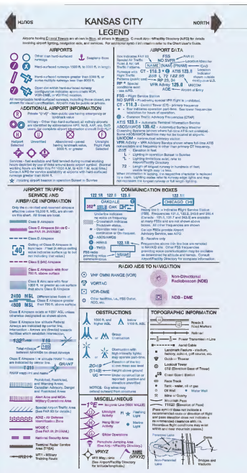
KANSAS CITY
LEGEND



KANSAS CITY
SECTIONAL AERONAUTICAL CHART
SCALE 1:500,000

Lambert Conformal Conic Projection, Standard Parallels 33°20' and 35°40'
Horizontal Datum: World Geodetic System 1984 (WGS-84)

84TH EDITION EFFECTIVE 0901Z 3 JUN 2010
TO 0901Z 18 NOV 2010

Includes airspace amendments effective 3 JUN 2010
and all other aeronautical data incorporated by 3 APR 2010

Information on this chart will change; cancellation/ update of chart changes are available every 56 days. At this time, obstacle data, Class B airspace, and Class C airspace may change. See the Chart Supplement for NOTICES TO AIRMEN (NOTAMS) and other FLIGHT INFORMATION REGIONS (FIRs) for the latest changes.

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE
SPECIFICATIONS AND AGREEMENTS, WITH USERS

DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION

CONTOUR INTERVAL 500 feet
intermediate contour 250 feet

HIGHEST TERRAIN elevation is 2140 feet
located at 38°07'N - 93°32'W

Spot elevation ..... • 1254
Unsurveyed elevation ..... (1254)
Doubtful locations are indicated by crescent at
the point location (dot in "o").

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65

METERS (Thousands) 0 0.1 0.2 0.3 0.4 0.5 0.6 0.7 0.8 0.9 1.0 1.1 1.2 1.3 1.4 1.5 1.6 1.7 1.8 1.9 2.0

24 (1)

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

Aircraft operating in the U.S. Air Defense Identification Zone (ADIZ) must maintain a two-way radio communication with an appropriate aeronautical facility within 15 minutes before penetration of the ADIZ boundary. Pilots who do not intend to enter U.S. airspace must remain outside the ADIZ. Failure to comply with these procedures will result in the aircraft being intercepted and may be identified by visual, electronic, or other means. Intercepted aircraft must follow all instructions given by aircraft or ground control intercept (GCI) stations. Deliberate failure to follow these instructions is cause for the use of force against the aircraft. Additional information concerning ADIZ procedures may be obtained from any FAA Flight Service Station (FSS).

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GT DATE 10154

CONTROL TOWER FREQUENCIES ON KANSAS CITY SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the tower CT followed by the primary VHF local control frequency. Most towers operate part time, usually from 0600 local to 2200 local. Pilots should contact the local control frequency (or Unicom) if a control CT indicates the part-time tower frequency is inactive. Listen to the Automatic Terminal Information Service (ATIS) during hours the tower is closed. The prime or VHF and UHF ground control frequencies are listed in the AIRPORT/FACILITY DIRECTORY and the Chart Supplement. Many towers also have a DATA frequency for PREFLIGHT/DEPARTURE clearances. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours. VOR and/or TVOR indicate Tower instrument approach available.

CONTROL TOWER	ATIS (UHF)	TWR TYPE	GRD. CON	ATIS/TEL
Atchison	0700-1700	119.7 257.4	121.9	
Columbia	0700-1700	126.35	121.9	573-445-1555
Columbia Rgnl	0700-2100	118.3	121.9	573-443-1555
Emporia	0700-1700	118.3	121.9	620
Fairfax	0700-1700	118.3 257.4	121.9	
Independence	0700-1700	120.7	121.9	
Kansas City Intl	0700-2100	124.35	121.9	816-243-3311
Kansas City Wheeler Downtown	0700-2100	118.3	121.9	816-421-3311
Lawrence	0700-2100	118.3	121.9	
Leavenworth	0700-2100	118.3	121.9	
Lee's Summit	0700-2100	118.3	121.9	
Manhattan Rgnl	0700-2100	120.9	121.9	785-776-3800
Marshall Muni	0800-2100	118.3 257.4	121.9	
New Century	0700-2100	118.3	121.9	
Olathe	0700-2100	118.3	121.9	
Ottawa	0700-2100	118.3	121.9	
Pittsburg	0700-2100	118.3	121.9	
Richards-Gebaur	0700-2100	118.3	121.9	
Smith Cntr Muni	0700-2100	118.3	121.9	
Topeka Rgnl	0700-2100	118.3	121.9	
Topeka Forbes Field	0700-2100	118.3	121.9	
Topeka Phillip Billard Muni	0700-2100	118.3	121.9	
Warrensburg	0700-2100	118.3	121.9	
Washington Co	0700-2100	118.3	121.9	
Whiteman	0700-2100	118.3	121.9	
Wichita Dwight D Eisenhower Natl	0700-2100	124.35	121.9	316-945-6281
Wichita Mid-Continent	0700-2100	120.9	121.9	316-722-3311
Wichita Jabara	0700-2100	118.3	121.9	
Winfield-Kwlt Rgnl	0700-2100	118.3	121.9	

CLASS C, CLASS D, TRSA AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	REMOTE RCO/CLARIFY
Whiteman CPT-Grand 2	118.3 257.4 (R SIDE) 347.425 (D SIDE APC) 120.9 (APP) 118.4 257.4 (APP) 120.9 (DEP)	COMMON/0
SF DOOR CLASS B	120.9 (DEP) 124.35 (TWR) 121.9 (GND)	COMMON/0
SAPPHIRE CLASS C/RADIO SHAW C	118.3 (R) 257.4 (D) 120.9 (APP) 124.35 (TWR) 121.9 (GND)	0000 (VAR) VAR (VARS 0)
SWALLOW/S BEARDEN CLASS C	120.1 (APP) 118.3 (DEP) 124.35 (TWR) 121.9 (GND)	COMMON/0
RANDOLPH AIR FORCE	120.1 (APP) 251.4 (DEP) 124.35 (TWR) 121.9 (GND)	COMMON/0
WHITEMAN AIR FORCE	120.1 (APP) 257.4 (DEP) 124.35 (TWR) 121.9 (GND)	0000 (VAR) 4434 (VAT) 360 (VAL)
SAINT LOUIS CLASS B	120.9 (APP) 118.3 (DEP) 124.35 (TWR) 121.9 (GND)	COMMON/0
SCOTT AIR FORCE	120.1 (APP) 257.4 (DEP) 124.35 (TWR) 121.9 (GND)	0000 (VAR) 4434 (VAT) 360 (VAL)
SPRINGFIELD-BRANSON CLASS C	120.35 (APP) 118.3 (DEP) 124.35 (TWR) 121.9 (GND)	COMMON/0
WHITEMAN AF RCAMS	120.1 (APP) 257.4 (DEP) 124.35 (TWR) 121.9 (GND)	0000 (VAR) 4434 (VAT) 360 (VAL)

SPECIAL USE AIRSPACE ON KANSAS CITY SECTIONAL CHART

Unless otherwise noted, altitudes are MSL. Class B airspace is not charted.
Class C airspace is charted.
Class D airspace is charted.
MOA, ATCA, ATCAA, and Gliderport are charted.
Other Special Use Airspace includes the Class E airspace extending upward from 700' or more above the surface.

U.S. DEPARTMENT OF DEFENSE (DOD) AND MILITARY OPERATIONS AREAS

NUMBER	ALTITUDES	TIMES OF USE	CONTROLLING AGENCY/ SPECIAL AGENCY	FREQUENCIES
R-3128 A-C	SFC-18,000'	CONTINUOUS	Kansas City ARTC	134.2 360.2
R-3401 A	SFC-FL600	0700-2100 MON-SAT	Kansas City ARTC	135.55 284.4*
R-3401 B	SFC-FL600 W. OF A LINE 37°52'N - 97°49'W TO 37°52'N - 97°35'W TO 37°46'N - 97°35'W TO 37°46'N - 97°49'W TO POINT OF BEGINNING	0700-2100 MON-SAT	Kansas City ARTC	135.55 284.4*
R-3401 C	6000' MSL TO FL600	0700-2100 MON-SAT	Kansas City ARTC	135.55 284.4*
R-3401 D	6000' MSL TO FL600	0700-2100 MON-SAT	Kansas City ARTC	135.55 284.4*
R-4401 A	10,000' MSL TO FL600	0700-2100 MON-SAT	Kansas City ARTC	135.55 284.4*
R-4401 B	SFC-3000'	0700-2100 MON-SAT	Kansas City ARTC	135.55 284.4*
R-4401 C	SFC-3000'	0700-2100 MON-SAT	Kansas City ARTC	135.55 284.4*

MOA NAME	ALTITUDES*	TIME OF USE†	CONTROLLING AGENCY/ SPECIAL AGENCY	FREQUENCIES
EUREKA MOA	500' AGL TO 18,000' MSL	0700-1700 MON-FRI	Kansas City ARTC	135.75 255.4*
HOWARD A MOA	100' AGL TO 5,000' MSL	0730-1030 TU-SAT	Kansas City ARTC	135.75 255.4*
HOWARD B MOA	100' AGL TO 5,000' MSL	0730-1030 TU-SAT	Kansas City ARTC	135.75 255.4*
LINDEN MOA	1500' AGL TO 18,000' MSL	0700-1700 MON-FRI (EXCEPT DAYS WHEN HIGHER HEADQUARTERS ARE NOT OPERATING)	Kansas City ARTC	135.75 255.4*
PRUITT A MOA	8000' TO 18,000' MSL	#1@ HOURS NOTAMED	Kansas City ARTC	135.75 255.4*
PRUITT B MOA	8000' MSL TO 18,000' MSL	#1@ HOURS NOTAMED	Kansas City ARTC	135.75 255.4*
SCHAEFER MOA	1500' AGL TO 18,000' MSL	0700-1700 MON-FRI	Kansas City ARTC	135.75 255.4*
SCHAEFER C MOA	10,000' MSL TO 18,000' MSL	0700-1700 MON-FRI	Kansas City ARTC	135.75 255.4*
SHERIDAN A, C MOA	6000' MSL TO 18,000' MSL	0700-2100 MON-FRI; 0700-1700 SAT; 1000-2100 SUN	Kansas City ARTC	135.55 284.4*
TRUMAN A MOA	3000' MSL TO 18,000' MSL	0700-2100 MON-FRI; 0700-1700 SAT; 1000-2100 SUN	Kansas City ARTC	135.55 284.4*
TRUMAN B MOA	3000' MSL TO 18,000' MSL	0700-2100 MON-FRI; 0700-1700 SAT; 1000-2100 SUN	Kansas City ARTC	135.55 284.4*
TRUMAN C MOA	3000' MSL TO 18,000' MSL	0700-2100 MON-FRI; 0700-1700 SAT; 1000-2100 SUN	Kansas City ARTC	135.55 284.4*
WHITE A MOA	11,000' MSL TO 18,000' MSL	0700-1700 MON-FRI	Kansas City ARTC	135.55 284.4*
SUNFLOWER A, B MOA	1500' AGL TO 18,000' MSL	0700-1700 MON-FRI	Kansas City ARTC	135.55 284.4*
SUNFLOWER C MOA	3000' MSL TO 18,000' MSL	0700-1700 MON-FRI	Kansas City ARTC	135.55 284.4*

*Where no altitudes are charted, MOA/ATCA extends from 1,500' AGL above the terrain to 18,000' MSL. †Times may change by NOTAM.

Features normally used on sectionals for controlling VFR traffic are emphasized on this portion of Wichita so they may be readily identified.

Navigation ▲ Obstacle FLIGHT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

FLOATING DI-RECT ROUTE NAVIGATION AID

There are approximately two minutes of latitude overlap between the north and south sides of each sectional chart. Pilots may find it convenient to fly a route that crosses from one chart to the other. One can plot their flight tracks over part of corresponding sectional (US TRANS, WAC, or IFR) to the other. One can plot their flight tracks over.

STEP 1 – Draw a Horizontal line (MATCH LINE).
STEP 2 – Select a point on the MATCH LINE where the name of each state is in the clear to the right of where your line crosses. (Figure 1)
STEP 3 – Measure the angle between the MATCH LINE and your course line. Use a protractor to perform an exercise similar to that for the edge of the compass rose. Draw a line parallel to the edge of the protractor along the MATCH LINE. (Figure 2)
STEP 4 – Slide the parallel ruler/protractor along the edges that it still edges of the plotter aligns with the ice meridian (longitude) lines. (Figure 3)
NOTE: A six-edge circle plotter allows it more than once.
STEP 5 – Without moving the plotter, set the same angle as MATCH LINE and it would be on the chart. Draw a line from point of departure to where it meets the MATCH LINE. Label this line LINE A. Measure the distance. (Figure 4)
STEP 6 – Turn the direct lines and transfer the end of LINE A to the other side, and scanned it straight to the MATCH LINE. (Figure 5)
STEP 7 – Now, the plotter of paper with MARK A and B and angle the (rule or bottom) edge of the paper with LINE A. Slide the plotter along LINE A until the edge of the plotter is exactly on the chart. Now, the face of the direct scanning off of the chart. Now, the face of the direct scanning off of the chart.
STEP 8 – Measure the distance on (transition point (POINT B).
STEP 9 – Where LINE A crosses the MACCLANE make a MARK C. Extend a line straight from MARK C to the edge of the chart.
STEP 10 – Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Find a line from MARK C to the destination. (Figure 6)

MILITARY TRAINING ROUTES (MTR)

All IR and VR MTRs are shown, and may extend fifty five nautical miles outwards. Only those with segments below 10,000 feet AGL are depicted. Route and the route designator are depicted – route widths and altitudes are not shown on the chart.

Slow-moving military aircraft are subject to change every 56 days, and this chart is not reissued every 6 months, you are cautioned and advised to contact the nearest FSS for route changes within 100 miles of your intended route of flight.

Routes with a change in the alignment of the charted route centerlines will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory.

Each military training route (MTR) Military Training Routes North and South identified as such (VR/IR).

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

CAUTION: This chart is primarily designed for VFR navigational purposes, and does not purport to indicate the presence of all power transmission and communication facilities which may be constructed. The number of obstacles which may be encountered below reasonable and safe altitudes.

Flight Following Services are available on request and highly recommended to and around Class B, C, and TRSA areas.

ABBREVIATIONS

THIS CHART CONTAINS HEIGHTS IN ELEVATION FIGURES (MSL). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines represent the highest known feature including obstacles. HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Examples: 12,345 MEF 125

CAUTION: GPS accuracy necessitates extra vigilance for other aircraft when navigating near any fix referenced from a GPS database.

KANSAS CITY VFR WAYPOINTS

VFR Waypoint names consist of five letters beginning with "VP". Stand-alone VFR Waypoints are portrayed on VFR Charts using the same four-point star symbol currently used for Instrument Flight Rules (IFR) Waypoints.

VFR Waypoints collocated with Visual Checkpoints (Visual Reporting Points) are portrayed with a four-point star. The Visual Checkpoint name is shown in quotation marks, and is not a unique identifier name.

VFR Waypoint names are not intended to be pronounceable and shall not be used in A/G Communications.

VPABQV	N37°56.20' / W095°31.03'
VPBEKX	N37°41.20' / W093°52.03'
VPBIJE	N37°41.20' / W094°16.03'
VPCSE	N37°46.73' / W093°33.16'
VPDAL	N37°41.20' / W093°52.03'
VPENG	N37°41.20' / W093°38.39'
VPFAM	N37°41.20' / W093°24.75'
VPFNT	N37°41.20' / W093°10.39'
VPMKS	N37°56.47' / W093°45.90'
VPOLA	N37°56.47' / W093°31.20'
VPUTT	N37°56.03' / W093°01.20'
VPWOC	N37°56.03' / W093°14.93'
VPWSL	N37°56.03' / W093°17.93'
VPYAC	N37°56.90' / W093°05.42'

REGULATIONS REGARDING FLIGHTS OVER COUNTIES NATIONAL PARK SERVICE, U.S. FISH AND WILDLIFE SERVICE AND U.S. FOREST SERVICE AREAS

The naming of aircraft is published on local or custom administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: (1) aircraft operated by the respective agency, (2) aircraft operated by persons, (3) or (4) aircraft operated in accordance with a permit or agreement with the agency.

All aircraft are prohibited to maintain a minimum altitude of 2,000 feet above the surface of the following: Yellowstone National Park, Grand Teton National Park, Glacier National Park, Olympic National Park, the National Park Service Park Units, Sun-to-Range and Wildlife Refuges, Wilderness Areas, Wilderness Study Areas, Wild and Scenic Rivers, National Recreation Areas, and National Forest Service. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines VFR as the highest terrain within 2,000 feet laterally of the route of flight, or the highest obstruction within 2,000 feet laterally of the route of flight.

Federal regulations also prohibit airdrops by parachute or other means of persons, animals, materials from aircraft without prior approval. Exceptions include: (1) emergency airdrops to protect human life or livestock, (2) airdrops conducted by the agency, (3) airdrops involving the safety of human life, or (4) those of persons properly authorized by the agency.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive Areas.

Class C Airspace within the United States extends up to 4,000 feet AGL. The radius of the outermost circle is 20 nautical miles (nm). Class C Airspace including the airport's term from 1200 feet above the terrain and certain special use airspace areas.

IMPORTANT CHART ERRORS

You are interested to inform us of chart errors and/or additions that come to your attention while using this chart. Telephone toll free at 1-800-626-1671, or email us at 8-AWC-AviationMail@faa.gov. Frequently asked questions (FAQs) are answered on our website at http://aeronav.faa.gov/. Write to us at: Aeronautical Information Services, or email. Where information of data is important each information should be checked clearly and accurately on a current chart, a replacement copy will be returned.

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KANSAS CITY